

APPENDIX B - ZONING
6000 - GENERAL REGULATIONS

6200–OFF-STREET PARKING, LOADING & CURB-CUT REGULATIONS

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6205 - PURPOSE

Section 6200 shall be known as the off-street parking, loading, and curb-cut regulations. The regulations require provisions for off-street parking and loading facilities proportional to the need created by each use in order to ensure functionally adequate, secure off-street parking and loading facilities and to limit the number of curb cuts along major streets to an amount conducive to reasonable safety standards. Development regulations and design standards are intended to ensure the usefulness of the parking and loading facilities, to protect public safety, and to mitigate potentially adverse impacts on adjacent land uses and city rights-of-way.

6206 - PERMIT REQUIRED

A permit shall be required from the city prior to grading, excavation or placement of any parking facility. An application for a permit shall include a site plan which shall address all requirements under this section. At a minimum, the following shall be provided for review prior to approval by the department of community development:

- A. Name, address and telephone number of the property owner;
- B. Property address;
- C. Existing and/or proposed land use(s);
- D. Location of structures, easements and other site features or amenities as may be required for evaluation;
- E. Location of parking spaces, circulation isles and ingress/egress points;
- F. Description of on-site maneuvering, circulation and signage as required;
- G. Description of paved surfaces proposed, by vehicle purpose;
- H. Location, type and size of existing and required landscaping;
- I. Location of on-site and perimeter drainage structures;
- J. Location of stormwater detention facilities and engineering plans for drainage and detention facilities as required;
- K. A permit fee as required; and
- L. Other information as may be required by the city.

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6210 - BASIC PROVISIONS

1. Off-street parking facilities and loading facilities shall be provided for any new building constructed, for any new use established, for any addition or enlargement of an existing building or use, any enlargement to or addition of on-site or off-site parking, or any change of occupancy or manner of operation that would result in additional parking spaces being required. The additional parking may be required only for such addition, enlargement, or change and not for the entire building or use unless it is determined that the conformity with parking as required herein is such that, based on historical function of the use or similar such uses, there is need for additional parking. The department of community development shall evaluate the applicability for requiring additional parking spaces resulting from the addition, remodeling or expansion of a use.
2. All parking facilities shall be maintained as required herein. Such facilities shall be used exclusively for the temporary parking of motor vehicles. Parking facilities as required herein shall not be used for the sale, display, or storage of merchandise, for the storage or repair of vehicles or equipment or other such activity other than providing public and employee parking as required herein.
3. When vehicle access is taken directly from the alley, garages, carports or other form of covered parking shall be setback at least five feet from the edge of the property line.
4. Every parking space shall be striped or marked by a wheel stop. Safety barriers, wheel stops, protective bumpers or curbing shall be provided to prevent encroachment onto adjoining public or private property.
5. All drive surfaces shall be hard-surfaced with HMAC or concrete suitable for continued use by vehicles of the type intended. The city may require details of paving sections, and modifications thereof, prior to plan or permit approval to ensure function and longevity for the intended use. Proposed alternatives to address the intent of this provision, shall be considered on a case-by-case basis.
6. All new, additional or expanded parking shall be subject to landscaping requirements of section 6800
7. Where screening is required to address the intent of this ordinance, no vehicular alley access for ingress and egress to off-street parking facilities shall be permitted to break or otherwise to provide openings in the required screen.
8. All parking and loading facilities shall be located on the same site as the use for which such facilities are required, except as authorized herein.
9. The department of community development may approve locating a portion of the required parking on another site when both the primary use and parking facility are located in a zoning district which permits that use.
10. Off-site parking shall be located within 300 feet of the use which it serves, measured as the shortest practical walking distance from the nearest off-site parking space to the nearest entrance to the building or use which it serves.
11. Off-site parking proposed to share parking with an adjacent use shall require approval by the city. A written agreement with the owner of the off-site parking area, by a party authorized to enter such agreement, to assure the continued availability of the required parking area shall be required. Such agreement shall be on a form supplied by the city, filed for record at the county courthouse and a copy provided to the city. [\[Back to top\]](#)

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Authorized executors of the shared parking agreement shall each notify subsequent property owners and/or tenant of each affected property of the existence of the agreement which may affect the operations or allowed land uses on either property.

12. Parking proposed on a separate lot, tract or parcel from the facility or use it is intended to serve shall be considered as part of the total property of the facility or use regardless of any interruption by an easement, right-of-way or other separation. Such parking shall require compliance with provisions herein for the creation of a new use, the reconstruction or remodel of an existing use, or expanding parking facilities.
13. Off-site parking facilities shall not fulfill more than 50 percent of a use's parking requirement.
14. The planning and zoning commission may authorize an adjustment in the total parking requirements where it is demonstrated that the application of the parking schedule is inappropriate to a proposed use due to the mix of existing or proposed uses. There shall be consideration toward calculating net floor area where it can be demonstrated and that special conditions exist which are unusual to the use or property. A request for adjustment may require the submission of a site plan, traffic study and floor plan which address the rationale for reducing parking requirements.

Consideration and approval shall be contingent upon the continued operation of like or similar uses as identified under the parking schedule. A change to a use category of parking not included herein shall require separate consideration.

15. Minor variations of parking lot design or standards may be approved by the department of community development as long as the purpose of this section is met.
16. The city may require the removal or relocation of curb cuts where it is found that an existing or proposed curb cut does, or has the potential to, cause conflicts with either on-site or off-site traffic and its circulation where other possibilities for curb cuts exists. The cost involved for closing and/or relocating curb cut(s) shall be borne by the property owner and/or tenant.
17. Visibility of and between pedestrians, bicyclists, and motorists shall be assured when entering individual parking spaces, when circulating within a parking facility, and when entering and exiting a parking facility.
18. Head-in parking from a public or private street or rightof-way is prohibited, except for single-family or duplex residential use on a local or collector-classed street. No parking or parking facility shall be designed to require vehicles to back into a public or private street except as approved by the department of community development.

For the purpose of this provision, a private street shall be a means of moving traffic between properties or provide internal circulation to a property, not to include circulation aisles, fire lanes, or other areas for maneuvering on-site traffic as determined by the city.

19. Each parking space shall have adequate drives, aisles, and turning and maneuvering areas for access and usability, as per the requirements of this ordinance, and shall at all times have access to a public street or alley. No off-street parking or loading facility shall be located either in whole or in part in a public street or alley right-of-way, or allow for the obstruction of any public sidewalk by a vehicle.
20. No loading area shall use a public right-of-way or adjacent property as part of a maneuvering area, nor shall a public right-of-way or adjacent property be used as part of a temporary or permanent parking area for loading or unloading. [\[Back to top\]](#)

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21. Internal circulation patterns, and the location and traffic direction of all access drives, shall be designed and maintained in accordance with accepted principles of traffic engineering and traffic safety and clearly marked as required by the City.
22. Lights provided to illuminate any parking facility or paved area shall be designed to reflect away from any residential use and/or public street.
23. Areas used for primary circulation, for frequent idling of vehicle engines or for loading activities shall be designed with screening or sound reduction measures, and located so as to minimize impacts on adjoining properties.
24. All parking and loading facilities shall be maintained to assure desirability and usefulness of the facility. Such facilities shall be maintained free of pot holes, refuse, debris, or other accumulated matter and shall at all times be available for the off-street parking or loading use for which they are required or intended.
25. All new, additional or expanded parking shall be subject to on-site storm water detention in accordance with city requirements.
26. All parking facilities shall be graded and provided with permanent storm drainage facilities meeting the construction specifications set by the public works department. Surfacing, curbing, and drainage improvements shall be sufficient to preclude the free flow of water onto adjacent properties or public streets or alleys, and to provide adequate drainage.
26. No parking will be permitted on unpaved or grassy surfaces within the area defined as the front yard or exterior side yard, unless recognized as the primary driveway serving a residence.
27. When due to the nature of operations, based on historic or similar operations, or where a use exceeds parking capacities required under this regulation, the planning and zoning commission may review parking requirements of section 6220 and require additional parking. Such a review and decision shall constitute a conditional use subject to applicable provisions of section 7200. Additional parking shall also be subject to other provisions of this ordinance.

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6220 - PARKING SCHEDULE

Parking facilities shall be provided in accordance with the minimum requirements prescribed in this section except for in the central business district. The use of a building or lot shall determine the parking requirements, which shall also consider mixed uses as provided herein.

Where the application of this schedule results in a fractional requirement, a fraction of 0.5 or greater shall be resolved to the higher whole number.

All non-residential uses shall have four parking spaces minimum.

| Use Classification | Minimum Off-Street Parking Requirements |
|--|--|
| <i>Residential:</i> | |
| Bed and Breakfast Homestay | See section 5700 |
| Single-Family Detached Dwelling | 2 spaces per dwelling unit, except for zero lot-line residential (see section 5255) |
| Duplex or Two-Family Dwelling | 2 spaces separate from a garage per dwelling unit, except for zero lot-line residential (see section 5255) |
| Multifamily Dwelling | 1 space per efficiency unit |
| | 1.5 spaces per 1 bedroom |
| | 2 spaces per 2 bedroom and over |
| Boardinghouses, Fraternities, and Sororities | 1 space per 2 occupants |
| <i>Civic:</i> | |
| Religious Assembly | 1 space per 4 seats |
| Funeral Homes | 1 space per 4 seats |
| Day Care, Commercial | 3 car holding bay, plus 1 space per employee |
| Schools, Primary and Secondary (grades 1—8) | 1 space per teacher and staff |
| Schools, Secondary (grades 9—12) | 1 space per 4 students |
| Convalescent Services | 1.25 spaces per 3 beds |
| Libraries, Museums, and Art Galleries | 10 spaces, plus 1 space per 500 s.f. g.f.a. |
| Assisted Living Centers | 1.25 spaces per 3 units plus 1 per employee |
| <i>Commercial:</i> | |
| Bed and Breakfast Inn | See section 5700 |
| Offices, Banks, Personal Services, Business Services | 1 space per 300 s.f. g.f.a. |

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| Use Classification | Minimum Off-Street Parking Requirements |
|---|---|
| Clinic and Medical Office | 1 space per 200 s.f. g.f.a. |
| Coin-operated amusement machines establishment | 1 space per 125 s.f. g.f.a. |
| Hospital | 1.5 spaces per bed |
| Restaurant and Bars | 1 space per 100 s.f. g.f.a. plus 1 space per employee |
| Outdoor Seating | 1 space per 300 s.f. gross seating area |
| Hotels and Motels | 1 space per room up to 100 rooms |
| | 0.75 spaces per room over 100 |
| Retail Trade, Shopping Centers, Auto Repair, Supermarket, Convenience Store | 1 space per 200 s.f. g.f.a. for facilities with less than 20,000 s.f. of g.f.a. |
| | 1 space per 250 s.f. g.f.a. for facilities in excess of 20,000 s.f. g.f.a. |
| Theaters, Auditoriums, Stadiums, Arenas | 1 space per 4 seats |
| Indoor Entertainment | 1 space per 300 s.f. g.f.a. for facilities with less than 20,000 s.f. g.f.a. |
| | 1 space per 350 s.f. g.f.a. for facilities in excess of 20,000 s.f. g.f.a. |
| Retail Warehousing | 1 space per 600 s.f. |
| Other warehousing, fabricating, storage, distribution and manufacturing | 1 space per employee for maximum employment of 2 shifts combined |
| All other nonresidential uses | 1 space per 300 s.f. g.f.a. |

Note: g.f.a. = gross floor area

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6225 - DESIGN STANDARDS FOR PARKING FACILITIES

Design standards are established in this section to set the minimum dimensions and standards for design and construction of parking facilities.

A. Design standards for parking facilities shall be as follows:

| Angle of Parking Relative to Aisle (Degrees) | Stall Dimension Perpendicular to Aisle (Feet) | Stall Dimension Parallel to Aisle (Feet) | Aisle Width 1- Way Traffic (Feet) | Aisle Width 2- Way Traffic (Feet) |
|--|---|--|---|---|
| 90 | 18.0 | 9.0 | 24.0 | 24.0 |
| 60 | 20.1 | 10.4 | 16.0 | 20.0 |
| 45 | 19.1 | 12.7 | 11.0 | 20.0 |
| 30 | 16.8 | 18.0 | 11.0 | 20.0 |
| 0 | 9.0 | 22.0 | 12.0 | 24.0 |

**When different angled parking is placed opposite each other, the greater aisle shall be applicable.*

B. Handicapped parking requirements shall be in accordance with Texas Accessibility Standards (TAS), as amended.

For typical parking lot designs, refer to exhibit A herein.

6230 - LOADING REGULATIONS

In any district other than the CBD, for every building or part thereof erected with a minimum gross floor area of 12,000 sq. ft., which is to be occupied by a use which requires the receipt or distribution of vehicles, material or merchandise, there shall be provided and maintained on the same lot with such building, at least one off-street loading space, plus one additional loading space for each additional 20,000 sq. ft., or major fraction thereof. [\[Back to top\]](#)

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6235 - DESIGN CRITERIA FOR LOADING/UNLOADING FACILITIES

The dimensions of each loading space shall be determined by the type of vehicle to be accommodated.

A. Minimal design criteria for off-street loading.

| Design Criteria (in feet) | All Vehicles Except Tractor Trailer | Tractor-Trailer Truck |
|------------------------------|-------------------------------------|-----------------------|
| Vertical clearance | 13 | 14 |
| Depth of space | 35 | 55 |
| Width of space | 12 | 12 |

**This depth is required if tractor is not to be separated from trailer after the vehicle is parked. If the tractor is removed from the trailer, a 40-foot depth is allowed.*

- B. The city may require the description of the maneuvering area. Such area(s) and descriptions shall be dependent upon the type of vehicles, however, the city may include in its evaluation the necessity for requiring additional area(s) based on historical need of similar uses or vehicle type.
- C. No loading space shall be located nearer than 50 feet to any residential use or to a SF-1 and SF-2 zoning district boundary, unless a demonstrated method for producing minimal impact upon adjacent residential uses is developed and approved by the department of community development which considers enclosed buildings, fences, masonry walls, landscaping or combination thereof.

6240 - CURB CUT REGULATIONS

The intent of curb cut regulations is to provide for orderly ingress and egress from a property, to minimize on-site and off-site confusion and to identify those areas to motorist and pedestrians.

- A. Curb cuts shall be approved by the department of community development based on the curb cut requirements in exhibit B herein.
- B. All access driveways shall be at an angle of from 45 degrees to 90 degrees measured from roadway, street or alley centerline.
- C. No curb opening shall be allowed within the area of corner curb return radius.
- D. Alternatives to provisions herein shall be considered where such alternatives address the intent for providing curb cuts and their locations.

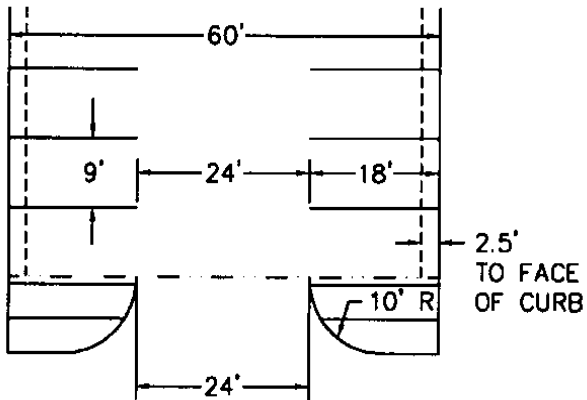
6250 - FINAL INSPECTION AND APPROVAL REQUIRED

All provisions required herein shall be subject to inspection and approval prior to issuance of a final inspection record. A final inspection record shall only be issued following compliance with regulations herein. Failure to obtain a final inspection record may cause interruption in a use or the business. [\[Back to top\]](#)

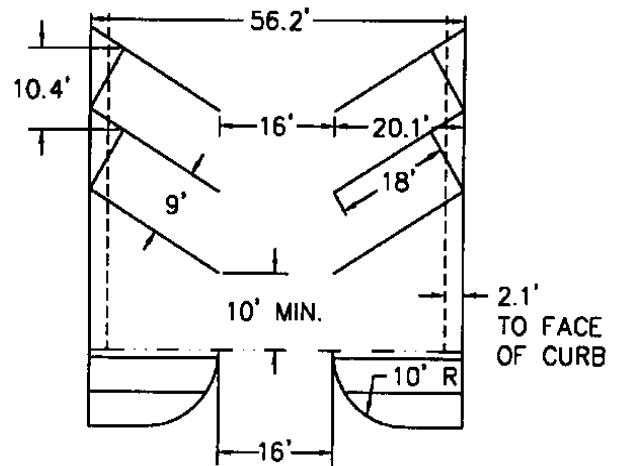
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EXHIBIT A
Typical Parking Lot Designs

90 DEGREE

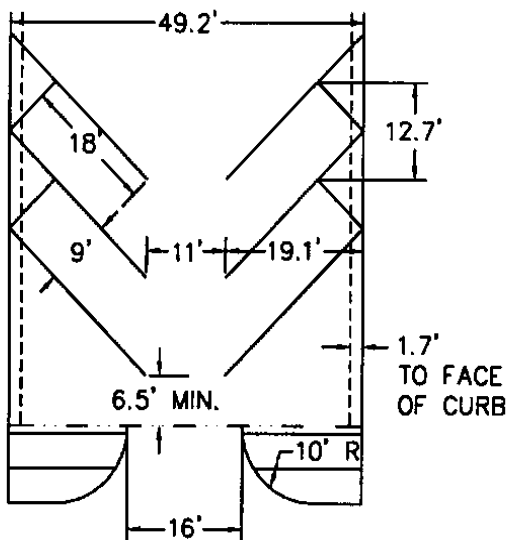


60 DEGREE



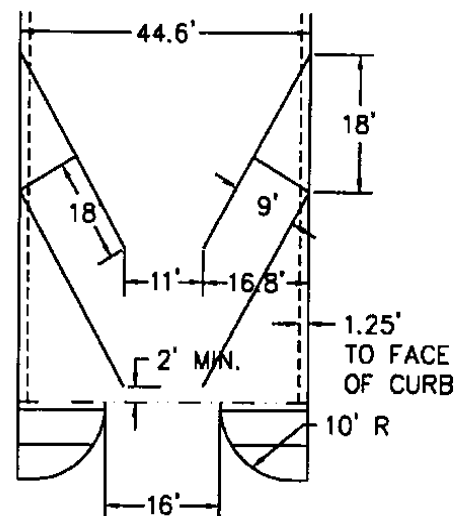
(FOR TWO-WAY TRAFFIC INCREASE
AISLE WIDTH FROM 18' TO 20')

45 DEGREE



(FOR TWO-WAY TRAFFIC INCREASE
AISLE WIDTH FROM 11' TO 20')

30 DEGREE

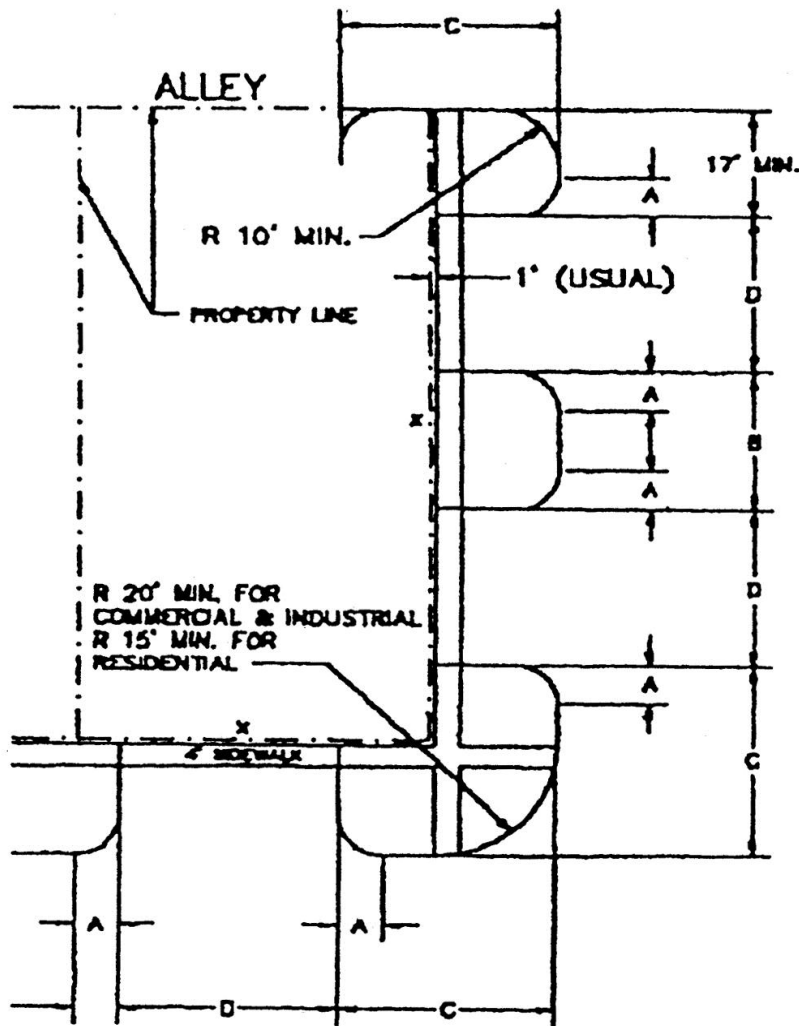


(FOR TWO-WAY TRAFFIC INCREASE
AISLE WIDTH FROM 11' TO 20')

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EXHIBIT B
Curb Cut Design

| | A | | B | C | | | D |
|--------------|-------------------|------|--------------|------------------|------|------------------|----------------|
| Frontage | Curb Return Radii | | Island Width | Corner Clearance | | No. of Driveways | Driveway Width |
| | Min. | Max. | | Des. | Min. | Maximum | |
| 0 to 50' | 7' | 30' | 25' | 35' | 30' | 1 | 35' |
| 51' to 100' | 7' | 30' | 25' | 35' | 30' | 2 | 35' |
| 100' to 300' | 7' | 30' | 25' | 40' | 30' | 3 | 35' |
| 301' to 600' | 10' | 30' | 50' | 45' | 30' | 4 | 35' |
| 601' and up* | | | | | | | |



Curb Cut Dimensions

*Frontages over 600' may generate traffic volumes creating hazardous conditions which may require use of channelization or other special design. The department of community development shall review and approve such design.

Curb return radii for single-family and duplex residential uses shall be allowed to extend in front of the adjacent property.

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CURB CUT DIMENSIONS